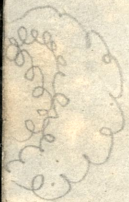




This side up

Refus S Randall
Book

— The first great step in life is to form rational
ideas of happiness



7
17

24
19

43
41

114

1-

2

Catalogue of the vessels that I have sailed in

Date	Capt.	Wages	Months	\$
1842-3-4	Sloop Naman, Nye Robt. Soule & D Grant			35
1845	Schooner Martha Ann Chas Lambert	5	8	40
"	Sloop Enterprise Dant Grant		12	12
1846	Schooner Harriet Rogers Bayley Rogers	10	6 1/2	65
1847	Ship James Calder J. Polister	10	8 1/2	85
"	Bark Aoola Hendrick	18	1 1/2	28
1848	Bark Madonna J. Mitchell	17	10	170
"	Brig Eliza Geo Bell	16	1 1/4	30
1849	Bark Empire Judah Chandler	14	6 1/2	91
"	" " Second Mate	20	5 1/3	106
1850	" " " " " "	20	5	100
"	" " " " " " " " " " " "	20	2 - 12	48
"	Ship Forest State J. Polister	20	7 - 4	143
1851	" " " " " " " " " " " "	23	9 - 13	217
1852	Bark Lady Suffolk, Woodbury Polley	20	1 1/2	30
"	Bark Empire, J. A Gray (1st mate)	30	2 - 20	80
"	" " " 2nd voyage	"	2 - 15	70
1853	" " " 3rd voyage (from Mar 16 to Sep 30)	"	"	194
1853-4	" 4th voyage G. H. York	35	7 - 27	276
				\$ 1820

3

also time served + Monthly wages, the names of the officers

1st Mates	2nd Mates
Rufus C. Soule	Myself Cook
Elbridge Grant	" "
Rufus C. Soule	do do
Melba Byrum	do do
Wm Healey, Morgan - Albert Kilby	Albert Kilby - Robt Bud
Hendrick - Thos. Sparrow	John Harding Capt Cod
John Merrill	Francis Blackstone Maine
George Fogg	Francis Blackstone "
John L. Randaale	Geo. Graham Dane
Geo Benchitt, Calais	Myself
Geo W Twombly N. Berwick	Myself
Howard Poole, Rockport	Myself (David A. Tarr
Wm Burgess	Myself { John H. Sawyer
do	do { 3rd Mate
Wm L. Polley	Myself
Myself	Thos. Smith N. York
Myself	Albert Dimkwater Yarmouth
Myself	Lewis Kickle Del. City Delaware
Myself	Chas B. Dexter Edgarton
	(Martha's binian)

Carried Forward

4

Date	Ship's name	Capt	pay	no of months	total
1854	Bark New Empire	Saml G Davis	40	- 8 + 5	\$328
1855	" "	" "	10	+ 22	\$430
1856	Bark New Empire	Refus S Randale			
	\$ per month				

1st Mates. 2nd Mates.

Refus S. Randall	Gal. Huntress, Portland
" "	Peter Maas, Austria
1855 " John J. Rickards	Boston John Hamlen
John J. Rickards	Augusta
in Falmouth Rickards left 1856	
August 18 Shipped Mr Reed as chief mate	
November 1st shipped	Augusta Maine
John L. Kilby 1st mate	John Hamlen
Freeport Maine	
1857 Geo Lins, Wales	Geo Burnett, Portland
1858 James Mainland	Geo Steward Nova Scotia
Wiscasset	Thos Markman, Prussia
August Albin Jordan	Thos L. Seymour, Eng.
Freeport Me	

6 ^{begin}
January. Ship James Calder Joseph Polister Master
10. 1847 sailed from Boston to New Orleans, Cargo
general merchandise

Feb 3rd Arrived at New Orleans

Apr 7th Sailed from New Orleans. Cargo Cotton

June 3rd Arrived at Liverpool

" 24th Sailed from Liverpool

August Arrived at Charleston S.C.
22nd - Left Ship James Calder & went home in
1848 Bark Madonna ^{Bark "Avola" Capt. Hendrick} Isaiah Mitchell

Jan 16th Sailed from Portland

Feb 2nd Arrived at Apilachicola

Apr 6th Sailed from Apilachicola Cargo
Cotton

May 21st Arrived at Liverpool

June 4th Sailed from Liverpool. Ballast

1848

June 11th Arrived at Newport-Wales

" 23rd Sailed from Newport. Cargo Railway iron

Aug 19th Arrived at Havana

Sept 7th Left Bark Madonna at Havana

Sept 19th Sailed from Havana in Brig Eliza
Chas. B. Bell Master
Sept 22nd Arrived at Cardenas

Oct 1st Sailed from Cardenas. Cargo Molasses

" 31st Arrived at Boston - left & went home

Sept 2nd attended school a spell at the "Grove"
my early schooling at town school
1849 Bark Empire Judah Chandler Master

March 1st Sailed from Boston. Cargo ice
it was a great curiosity at that time

" 21st Arrived at Havana

April 17th Sailed from Havana for
Falmouth England for orderd. Cargo Sugar

1849

May 22nd Arrived at Falmouth - ordered to Antwerp

" 31st Arrived at Antwerp

June 13th Sailed from Antwerp, Ballast

" 20th Arrived at Newport - Wales. I had ^{The Cholera at this time} it was raging fearfully in Europe

July 13th Sailed from Newport. Cargo Railway

Aug 20th Arrived at Boston

Sept 11th Sailed from Boston ^{first promoted} in Ballast ^{2nd mate}

" 30th Arrived at Turks Island

Oct 5th Sailed from Turks Island
Cargo Salt

" 23rd Arrived at New Orleans
1850

Jan 2nd Sailed from New Orleans. Cargo
Sugar Molasses, Beef Pork & Flour mths

1850 Bark Empire

January 27th Arrived at Boston

Feb 25th Sailed from Boston. Cargo. Box shoes
^{went home}
^{loaded at Charlestown}

March 11th Arrived at Havana

May 19th Sailed from Havana, in Ballast

May 24th Arrived at Sagua le Grande

June 21st Sailed from Sagua le Grande
Cargo ^{Had} Sugar

July 1st Arrived at New York

" 22nd Sailed from New York
David Farr joined as mate,

Aug 15th Aug 1st Arrived at Matanzas

" 30th Sailed from Matanzas, Cargo Sugar

Sept 16th Arrived at Boston

" 31st Left Bark Empire went home

1850 Ship Forest State Joseph Polister

Oct 28th Sailed from Portland;

Nov 6th Arrived at Charleston

Dec 18th Sailed from Charleston, Cargo Cotton
1851

Jan 13th Arrived at Liverpool

Feb 25th Sailed from Liverpool. General Cargo

Feb 27th carried away the masts put back
March 4th Arrived at Queenstown, Ireland
+ 400 Irish emigrants

April 15 Sailed from Queenstown

May 20th Arrived at Boston

June 24th Sailed from Boston. Cargo Yankee notions

July 25th Arrived at New Orleans

Sept 10th Sailed from New Orleans, Cargo Cotton & Tobacco

Nov 12th Arrived at Liverpool

Dec 19th Sailed from L — some General Cargo
1852 about 250 Irish emigrants

Feb 9th Arrived at New Orleans

March 5th Left Ship Forest State

March 25th Sailed from New Orleans. Cargo Indigo
Bark Lady Suffolk Woodbury H. Polley

April 7th Arrived at Charleston

April 20th Sailed from Charleston Cargo Cotton

" 26th Arrived at Boston

Left and went home. I went
the summer term
to Bethel Academy, N. Y. True preceptor

" New York joined ~~Barb~~ Empire Joshua.

1852

Nov 4th Sailed from New York, my first being ^{Chief} ~~mate~~

Nov 10th Arrived at Charleston

Dec 11th Sailed from Charleston, Cargo Cotton

" 21st Arrived at Boston

1853

Jan 6th Sailed from Boston

" 28th Arrived at Mobile

Feb 14th Sailed from Mobile, Cargo Cotton.

March 4 Arrived at Providence

Mar 20th Sailed from Providence

April 2nd Arrived at Matanzas

April 18th Sailed from Matanzas
Cargo Box sugar

A. Gray Master

1853

May 29th Arrived at Falmouth

June 17th Sailed from Falmouth

" 19th Arrived at Bristol

July 14th Sailed from Bristol, Cargo Rail way iron

Sept 8th Arrived at New York

Capt. Gray left

George H. York Master

Oct 11th Sailed from New York, in Ballast

Oct 16th Arrived at City Point

\$ 10.26th for tobacco

Oct 31st Sailed from City Point

1854

Jan 7th Arrived at Venice

Feb 4th Sailed from Venice
Cargo boards

1854

Feb. 17th Arrived at PalermoMarch 12 Sailed from Palermo Cargo ^{Oranges Lemons} ~~etc~~May 14th Arrived at New York
left Bark Empire and went homeJune 19th joined Bark "New Empire"
at Portland, Saml G. Davis Master

" 25 Sailed from Portland, in ballast

July 10th Arrived at MiramichiAugust 8th Sailed from MiramichiSeptember 6th Arrived at Bristol ^{£5-10 a standard for Deals. These were brisk times}October 9th Sailed from Bristol
" Cargo Rail way ironDecember 7th Arrived at New OrleansJanuary 25th Sailed from New Orleans
1855 went home Cargo Sugar molasses Beef Pork Salt Flour &cFebruary 14th Arrived at BostonMarch 4th Sailed from BostonMarch 19th Arrived in MatanzasMay 2nd Sailed from Matanzas
2 7/6 a ton box sugarJune 8th Arrived at FalmouthJune 14th Sailed from Falmouth for TriesteJune 30th passed through the straits
of GibraltarAugust 15th Arrived at Trieste" October 11th Sailed from Trieste, General Cargo
" 22nd passed Cape Otranto

16
November 15th Passed through the straits
of Gibraltar 1855

January 4th 1856 Arrived at New York
85 days passage

Sailed from New York Feb 13th
22 days passage Rufus S. Randal, Master
Cargo empty, Malaria Hds. Feb 1-2

May 9th Sailed from Havana bound to
Falmouth for orders - Cargo Box sugar Feb 2-2 to ton

June 10th Arrived at Falmouth
for orders

July 3rd Sailed for Bristol

July 6th Arrived at Bristol

August 16th Sailed from Bristol, Cargo Rail way iron

October 19th Arrived at New Orleans

November 11th Sailed from New Orleans
Capt. Charters \$4000 - Three Companies 5th Infantry 10 Officers - MS

2
Florida
November 16th Arrived at Punta Rasa

Nov 25th Sailed from Punta Rasa in ballast

Nov 30th Arrived at Mobile

December 16th Sailed from Mobile, Cargo Cotton

January 19th 1857 wrecked on Cohasset rocks

New Empire revived

August 9th Sailed from Portland, Cargo goods

September 9th Arrived at Matanzas

September 30th Sailed from Matanzas

October 20th Arrived at Turks Island

" " 27th Sailed from Turks Island
Cargo Salt

Nov. 13th Arrived at Boston. Went home

Decr' 29th Sailed from Boston Cargo
ice in lower hold. Empty Hhds Between decks

1858 January 15th Arrived at Matanzas

March 28th Sailed from Matanzas
4 $\frac{3}{4}$ freight on Box Sugar

May 10th Arrived at Falmouth, got orders
outside the harbour sailed same day

May 14th Arrived at Bristol Eng.

June 8th Sailed from Bristol - 13 $\frac{8}{10}$ freight on R.W. ice

July 18th Arrived at Quebec

August 17th Sailed from Quebec
75 $\frac{1}{2}$ Standard Deals - freight

September 11th Arrived at Bristol Eng.

Novr 5th Sailed from Newport

December 24th Arrived at Charleston S.C.
15 $\frac{1}{2}$ freight on R. Way Iron

1859

January 24th Sailed from Charleston in ballast

February 10th Arrived at Matanzas

April 7th Charted for N.Y. via Sagua Rho. sugar \$5 $\frac{1}{2}$

April 9th Sailed from Matanzas

" 12th Arrived at Sagua

May 12th Sailed from Sagua

" 22nd Arrived at New York

June 9th Sailed from New York in ballast

June 20th Arrived at Matanzas - early in the morning

July 14th Sailed from Matanzas } Cargo Sugar £ 2 $\frac{1}{5}$ a ton

August 21st Arrived at Falmouth
& did on the passage the two masts
& two men, with Yellow fever

1859 August 29th Sailed from Falmouth

Sept. 2nd Arrived at Bristol

Sept. 20th Sailed from Bristol for Cardiff

October 3rd Sailed from Cardiff
Cargo Rail way iron 18/ a ton

Nov. 24th Arrived at Mobile

1860 January 15th Sailed from Mobile { Cargo
Cotton 9 1/4 a lb

February 27th got dismasted off Iron, do 29th arrived
at Glasgow - Ship Mr Daw. Mate

April 5th Sailed from Glasgow

May 24th Arrived at Matanzas
Freight 16/ Ton Coals

June 21st Sailed from Matanzas
Freight £2-10

July 23rd Arrived at Falmouth

August 12th Sailed from Falmouth

Do 20th Arrived at Gluckstadt

September 20th Sailed from Gluckstadt
in ballast

October 2nd Arrived at Cardiff
Railway iron at 18/ a ton 630 Tons

Sailed from Cardiff October 24th

Arrived at New Orleans December 13th

1861 Charted at 1 3/4 c for Havre J.C. Jenkins & Co.
Succession Transports 22 Bales at 1 3/4 (Ship Mr Connor Mate)

Sailed from New Orleans January 30th
Cargo Cotton

Arrived at Havre March 4th 33 1/2 days

Sailed from Havre April 7th in Ballast

Arrived at Matanzas May 11th

Sailed from Matanzas June 16th
 Cargo Molasses £2=2/6 703 Gals 83 tierces

Arrived at Lucena Town July 23rd

Sailed from Lucena Town July 26th

Arrived at Liverpool July 28th

Sailed from Liverpool Sept. 5th
 in ballast

Arrived at Miramichi October 11th
 177 standard deals 80/0

Sailed from Miramichi Nov. 9th

Arrived at Penarth Roads for orders Dec. 7th

Sailed same day for King Roads where will have to wait

for water to go to Glamorgan
 December 18th docked at Sharpness point

Left Sharpness and anchored at Penarth January 16th
 1862

Sailed from Cardiff February 16th Cargo Coals

Arrived at Havana April 14th
 seven passage

Sailed from Havana May 23rd
 got southerly wind & drifted up the gulf. Came to anchor on the Banks
 of mobile shoal, then crossed the Banks & worked down Santiago Channel

Arrived at Sagua la Grande June 1st

Sailed from Sagua July 2nd Cargo Hhd sugar

Arrived at New York July 9th
 Left Bark New Empire August and went home

Joined Bark "Windward" March
 16th 1863

Sailed from Boston March 19th
 Cargo Coal Stoves

Arrived at S.W. Pap April 14th

Sailed from New Orleans May 14th Cargo
 Sugar molasses Cotton &c some passengers

Arrived at Boston Jan 1st
1863

Sailed from Boston June 10th
Cargo Coal, Stones

Arrived at New Orleans July 30th

Sailed from New Orleans August 10th
in ballast

Arrived at Lewis Del. (for orders)
August 29th at Philadelphia Sept 3rd

Sailed from Philadelphia Sept 25th
Cargo Coal

Arrived at Aspinwall ~~Oct 14th~~ November 14th

Sailed from Aspinwall December 12th
in Ballast

Called at Trinidad Cuba Dec 22nd

Called at Delaware Breakwater
for orders January 6th

Arrived at Baltimore January 12th
1864

Sailed from Baltimore February 17th
Cargo Coal

Arrived at Boston March 4th
Leave the windward

1865 Took Bark "Acacia" for our
Mr. Tripp of New Bedford mate voyage

Sailed from Boston July 26th Cargo ice
and in the ice all kind meat fish & vegetables

Arrived at St. Thomas Aug 11th

Sailed from St. Thomas Aug 25th
in ballast

Arrived at Bonaire Aug 28th

Sailed from Bonaire Sept 8th
3020 Bar Salt

Arrived at Boston Sept 27th
1866

Sailed from Portland Oct 25th
in New Bark "Ella & Annis" 529 tons
338,000 feet lumber - Cargo - Three large spars on deck
\$14.50 per ton

1867 January 1st 8 Am. Come to anchor
at outer Roads Montevideo = 67 Days

Sailed from Buenos Ayres April 17th

Arrived at New York June 4th Passage 47 Days
Cargo wool & hides at \$45 per 40 cubic feet & \$75 per 40 lb for hides

Sailed from New York June 15th

Arrived at Portland " 17th

Sailed from Portland July 23rd
Cargo Boards

Arrived at Montevideo Sept. 16th

" Sailed from Montevideo October 15th
in ballast

" Arrived at Bonaire November 28th

" Sailed from Bonaire Dec. 7th
Cargo Salt

Arrived at Portland Jan 1st 1868

Sailed from Portland Jan. 24th 1868
Cargo Pitch pine \$22 1/2 % 40

Arrived at Savannah Feb. 4th

Sailed from Savannah March 7th
Cargo Pitch pine

Arrived at Montevideo ~~April~~ May 25th

May 29th took Pilot & started for
Buenos Ayres at 4 Am. 30th run
on shore on outer bank where the
fine Bark "Ella & Anna" was lost through
the miserable imbecility of the Pilot - Young

Sept 6th Sailed (as passenger) in Bark
Glenwood - Capt. Swasey (mean Skunk)
from Montevideo

October 31st Arrived at New York

Dec. 4th Sailed from St John N.B. in
Brig Annie W. Goddard, belonging wholly
to Col John Goddard of Portland. Cargo Lumber

January 25th 1869 Arrived at Monte
video {for orders} 29th Arrived at Buenos Ayres

Sailed from Buenos Ayres April 19th
Cargo Hides & Sheep skins - Freight $5/8^d$ & $1/5$ ton gold

Arrived at New York June 14th

Sailed from New York June 29th

Arrived at Saint John July 3rd

Sailed from Saint John July 24th Cargo ^{lumber} 308 tons

Arrived at Buenos Aires Oct^r 12th

— 1870 —

Sailed from Buenos Aires January 19th
Cargo Hides & Bales sheep pelts $5/5$ cubic ton &
 $5/8^d$ @ lb.

March 1st Called at Barbados for provisions
didn't not anchor - good place to call, everything
cheap

1870 March 23rd Arrived at New York

April 9th Sailed from New York

April 24th Arrived at St John
Left Brigadier Goddard - go home
my brother John takes charge

July 22nd Sail from Portland - Bark "Gertrude"
Cargo sugar house molasses $27/6$ Stlbiz per ton

August 19th Arrived at Queenstown

" 30th Sailed from Queenstown

Sept^r 1nd Arrived at Greenock

October 7th Sailed from Greenock
Cargo old rail way iron $114/6$ per ton & $5/6$

Nov^r 22nd Arrived at New York
make a short visit home

January 1st 1871 Sail from New York
Cargo provisions & Hay $4,1700$ - lump
(cont on Pgth 12)

1857 & 58 in Bark New Empire on a voyage to the West Indies & to Europe crew consisting of twelve all told

A Bbl of Beef lasted - averaged 25 Days
 " Pork " 38 "
 " Flour " 25 "
 " Bread " 65 "

Have had three cooks so far
 The first a miserable whelp run away at Matanzas
 the next, a good man, was taken sick had to pay him off. The third, a young man but very frugal and industrious. I never had provisions last so well as these have. It is evident that it is not economy to get a cheap Cook but get one that is prudent at any price. When I left Boston men were plenty pay for cook \$20 pay the present one \$25.

Matanzas March 29th 1855
 in Bark New Empire Saml. J. Davis
 Master - chartered this day at -
 £2-7s-6d per ton for sugar to go to
 Falmouth for orders
 Trieste -
 Sept: lying on for freight at 7 per ton and 30 cts
 per foot to New York

Draft of water
 Bristol July 26th 1856 - 150 Tons Iron
 drawing - 10 feet 8 in aft 10 feet forward

To 246 Tons 16 feet 6 in aft 12-5 forward

To 308 do - 12-8 aft 12-10 forward

To 360 do - 13-10 aft 13-10 forward

To 392 do 13-10 do - 14-9 do

To 460 do - 15-3 do 14-5 do

To 520 do 15-6 do 15-10 do

To 583 do 16-5 do - 16-01 do

Jan. 1859 went from Charleston to Matanzas drawing 11 feet -
 2 inches fore & aft, but was too crank, ought to load to 11 1/2 feet
 fore & aft

To find the time by observing the Sun at rising or setting

Rule when the sun sets note the time per Chron - observing the lower limb, subtract 21 from the sum and add 21 to the half sum for Remainder

observing the upper limb subtract 53m from the sum, and add 53 to the half sum for

Example

Rem⁵²

Lat 31-02 Secant 06709 May 10th 1855

P. Dist 72-20

Sum 103-22

Co Secant 02098

Sub 53

2) 102-29

Co Sine 9-79668

51-14

Add 53

Rem 52-07

Sine 9-89722

2) 19-88498

9-89098

Time per Chron Responding to which in the Column marked P.M. is

12-14-29

24-49 Chron fast

11-49-40 true time

6-44-50 time at Ship

5-04-50 = 76-13

Equat. Tim 3-48 Sub
Mean time 6-44-50

Rule for working Longitude immediately before and after Meridian.

Rule.

Take an Alt. 10 minutes before Merid^y, note the time per Chron. then get your Meridian Alt., this done: set your quadrant on the first Alt. and when the sun falls to it note the time again add them together and halve them (from which add or subtract is the case may be) the Chronometer error, then find the equation of time, if it is additive in the Nautical Almanac subtract, and vice versa the Remainder is the time at the ship changed in to

Example

5-36-17 } Chron is the Long
5-50-18 }
2) 11-26-32
5-43-16
- 24-31 Chron Error
5-18-45
3 20 Equation
5-22-05
done at Sea May 14th 1855
Lat 24° 26'
Long 81° 26'

Read before going in to Port.

Before sailing for a place that never have visited, get advice, particularly as to shoals about the coast, and the nature of the soundings, whether "regular", or "abrupt," and not to be relied on. before entering a harbour, or crossing banks, having got in your minds ~~the~~ the nature of the bottom and ~~the~~ lay of the land, make up your mind not to go where 'tis shallower than a certain depth more than the ship draws, according to the nature and circumstances of the case, always supposing to have the lead going in shallow water, how easy 'tis to heave aback, when your soundings decrease gradually, not run on shore with lead in hand and eyes open, as I have done, just because, did not wish to "heave aback" for a few moments, thereby causing anguish and suspense, which never ^{shall} forget.

Read after entering Port

In fact, the shipmaster must constantly read and think, no sooner is one responsibility ended than another commences but don't despair, say to yourself when this job is ended I shall feel relieved.

The following rules I have found from experience the shipmaster must follow if he wishes to keep out of trouble.

1st. Never let cargo go from alongside the ship without a receipt if it is lightered on shore and you cannot get it alongside send the mate or a responsible man to see it counted.

Bark "Ella & Annie" Launched at
Westbrook July 1866 - Clapnet in American
Sloops A. 6 yrs.

Draft of water with
75 Tons ballast ft 8-4 in fore & aft

Draft with 75 tons ballast + 339 m spruce &
pine lumber + 150 m Shingles 14-2 + 13-4

Weight of anchors
Starboard 2468 Port 2298 -

Arrived at Havana January 13th 1871

Sailed from Havana March 7th Chartered for \$45 per Hhd Sugar

Arrived at Caibarien (Key Frances)

Sail from Do April 12th

Arrive at Boston April 25th

Sail from Boston May 8th Arrive at Portland 9th

Stop at home to superintend the building of my new Bark — October 16th Launch Bark Oasis 1105 ⁵/₁₀₀ tons of which I take one quarter

Nov 17th go to Portland in new Bark

Nov 23rd Sail from Portland

December 4th arrive at New York — take rail road material to Mo & Callao for \$3300 — \$2000 — of which is paid on loading at N.Y. without deductions

1872 January 17th Sailed from New York

March 28th Arrived at Mo. Peru 70 days & 21 hours passage — quickest on record —

April 29th Sail from Mo

May 3rd Arrive at Callao

May 18th Sail from Callao for Macabi Isles Cuano 70 Shillings U.K. & 72 1/2 Continent Europe

22nd Arrived at Macabi bought 39 days time for 26.52 Soles per day

July 16th Sailed from Macabi

July 31st Arrived at Callao in consequence of a revolution which terminated yesterday — we are detained

August 6th Sailed

Draft of water fore & aft 21 feet 3 in — after arriving in Antwerp the draft was 22-4 & 21-2

1872 November 1st Arrived in Scilly Roads making the passage in 86 days 21 hours from Callao

" Nov 3rd Sailed from Scilly and arrived at Antwerp the 7th

" December 12th Sailed from Antwerp. Arrived at Cardiff 22nd 450 tons ballast

1873 January 31st Sail from Cardiff Cargo 1430 tons, Patent fuel 35⁷/₈ + 185 measurement tons machinery at 45/- Draft of water 21 + 20 feet

" April 29th Arrived at Callao 88 days passage

" June 17th Sail from Callao for Guanape Freight 75/- Shillings & if to Valencia or 72/- to Canary Isles

" June 20th Arrive at Guanape

" Oct 4th Sailed from Guanape 9 days on demurrage

1873 December 31st arrived at Santa Cruz de Teneriffe - passage 86 days - ordered to Las Palmas ^{arrive at Las Palmas same day} Grand Canary

1874 March 8th Sailed from Las Palmas in ballast

April 6th Arrive at Tybee outer Roads no freight at Savannah get orders for St John

April 7th Sail from Savannah

April 16th Arrived at St John. ^{wife & make a short visit home}

May 16th Sailed from St John freight 97¹/₆ Standard for deals 438¹/₂ Standard 240 tons ballast Draft 20.2 + 19¹/₆

June 9th Arrive at Penarth Roads for orders

June 12 Arrive at Bristol, go in dock & metal ^{Daughter Caroline born}

July 8th Leave Bristol and anchor in Penarth Roads 9th go in Penarth Dock Charter Coals to Rio 29-

46
1874
August 19th Sail from Cardiff Roads
Cargo Coals
~~Sept~~ Oct. 2nd Arrive at Rio de Janeiro
November 22nd Sailed from Rio
in ballast

= 1875 =

January 13th arrived at Callao
" 20th Sailed from Do
" 24th Arrived at "Lobos de tierra" Island
March 30th Sailed from do
Cargo guano
June 30th Arrived at Falmouth (92 days passage)
sailed same day for Antwerp
July 5th Arrived at Antwerp - delivered 1646 tons
guano
Draft 21.9 aft 21.7 fore
August 10th Sailed from Antwerp - in ballast
" 22nd Arrived at Cardiff

Sept. 13th Sailed from Cardiff - 1693 tons coal, freight
22/6 per ton

Nov. 6th Arrived at Rio de Janeiro
San Rafael horn

Dec. 26th Sailed from Rio in ballast
draft of water 13.2 aft 13 forward

= 1876 =

February 17th Arrived at Callao
" 25th Sailed from " freight 67/6
" 29th Arrived at Lobos de Tierra

June 2nd Sailed from Lobos
Sept. 23rd arrived at Havre - delivered
1631 tons guano
Draft 22.2 aft & 20.10 forward
October 26th Sailed from Havre - in ballast
draft of water

December 11th arrived at Savannah
Cargo 3523 Bales Cotton Lst 7/16 & 7/16 & 4/32

= 1877 =

February 10th leave Bark "Pasis" - go
home = settle in Freeport and build a
house and for the first in my life, have what could truly say a home
(Camey arriving at Freeport)
my border

48

1878

August 31st ~~Ship~~ Ship "John A. Briggs" launched of which
 stake 564th = Sept 17th take ship to Portland
 The largest Ship ever built at Freeport

Sept. 25th Sail from Portland = Chartered 4/- per Bbl oil

Sept. 27th Arrive at Philadelphia

Nov. 2nd Sailed - Cargo 12718 round Bbl. 16333 payable of
 The biggest Cargo ever cleared from Phila up to this date 40 galls.

Put in to Ryde lie 2 days take channel Pilot

December 22nd arrive at Bremenham.
 going up north sea struck near Texel, salvage claim
 of 2325 - brasses
 losing anchor & chain

1879

January 31st leave Bremenham in tow, river full of
 running ice

February 5th arrive at Cardiff

March 17th Sail from Cardiff - Cargo
 3137 tons Coals 28/- per ton freight
 Draft 24-3 aft 25 feet 9 in forward

49

July 21st arrive at Hong Kong
 126 days

August 16th Sail from Hong Kong in ballast
 drawing 15 feet 6 in + 15 feet.

October 30th September 29th Arrive at
 San Francisco 44 days

October 30th Sail from San Francisco 2966 tons
 wheat 37th boards lining - drawing 25 feet 6 in
 aft + 24 feet 11 in forward 55/- per ton freight
 1880

March 6th Arrived at Liverpool - called
 at Pitcairns island 127 days

April 7th leave Liverpool and tow to
 Cardiff where arrive the 9th

May 8th Sail from Cardiff 3081 tons coal, 24/6 ft.
 Draft

August 25th Arrive at Hong Kong 108 days

50
1880 October 10th Sail from Hong Kong in Vallasch
drawing 16 feet aft & 15.2 forward

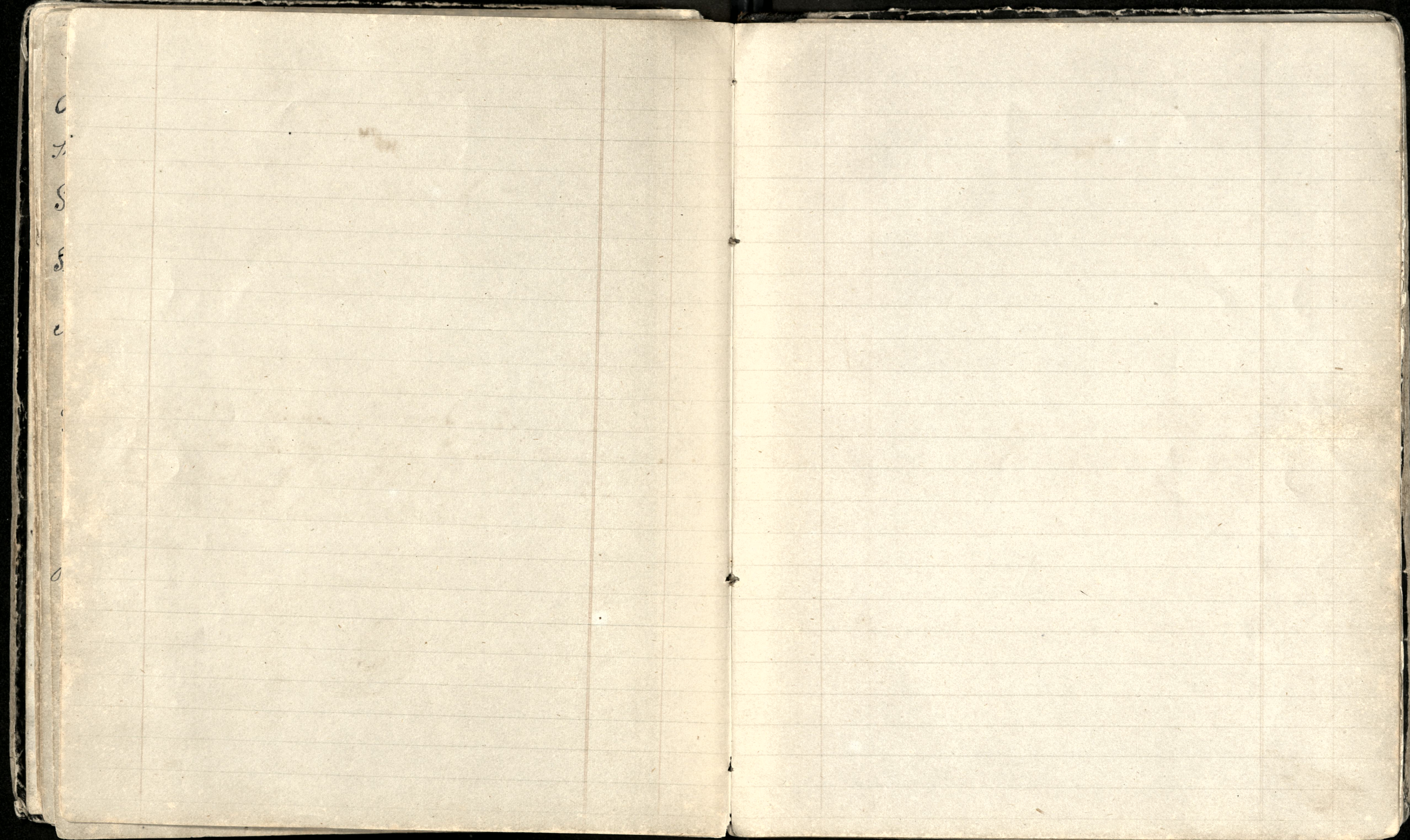
December 7th arrived at San Francisco
- 1881 -

February 6th Sailed from S. F. 3002 1/2 tons wheat
25.8 Draft of water 62.6 per ton freight

June 6th Arrived at Antwerp

August 3rd Leave Antwerp in SS. Danl. Steinman
for Boston - having put my Chief Officer Porter in Command of the Ship
August 12 Ship broke ho. - got towed to St. John N. F. 21st - 24th Start for
Halifax in SS. Nova Scotian where Arrive 16th Finally Arrive
home the 28th

✓



	Lat-	Long	General Remarks
1856 Abstract of a passage from Havana			
April 9th			at 5 A.M. got underway at N. the more so 3/4
May 10	24-18		my Chronometer makes me over ^{a degree} far to
" 11	24-25		light variable winds from Eastward exchanged
" 12	25-53	79-34	D.R. judge myself 16 miles W of Bemini Station
" 13	28-18	78-59	first part light baffly air from
" 14	30 45	77-52	strong steady breeze from E by S
" 15	32 42	76-40	wind continuous strong and steady
" 16	33 00	76 04	wind fluffy from E. N. E. tacked
" 17	33 01	74 50	judge myself north of the steamer temptur
" 18	34-08	73-35	fair weather moderate breeze from E.
" 19	35-48	72 10	Easterly wind tacked several times latter
" 20	37-07	69-57	at 5 A.M. wind hauled from the S.W.
" 21	38 02	67 27	wind hauled gradually from N.N.E.
" 22	38-41	65=10	first part cloudy & gloomy wind N.N.E.
" 23	39-36	60=45	all this day clear weather strong gale from N.W.
" 24	40-11	59 05	latter part calm spoke English Brig
" 25	40-40	57=31	all this day light variable winds
" 26	41 42	55 25	first part foggy & light baffling air heavy sea
" 27	42-08	52-11	fresh breeze from S.W. & foggy at 9 A.M. heavy
" 28	42 23	49-10	cold and wet rapid ice wind hauled W.
" 29	43 01	45-46	first part strong breeze from West moderated
" 30	44 07	41 58	fine breeze from the S.W. overcast everything
" 31	45-21	38 09	the same clear most of the time

towards Falmouth Bark "New Empire"
light breeze from N.E. worked time found chron^t rate right
the westward put W^m Moon in irons for stabling the mate
exchanged signals with French ship Dutch galliot in sight
light baffly winds from E. & N.E. several sail in sight
the Eastward latter part strong breezes fueled top gals
thick heavy flying clouds single reefed the topsails
weather looking threatening thru ships in sight sturging the
several times let reefs out topsails several sail in sig^{same compass}
of water 75° standing S.E. at 10 P.M. water 78 1/2° fresh breeze
exchanged signals with ship Esmeralda and another
part equally numerous water spouts heavy strong current temptur 78 1/2°
with rain squalls set std. sls aloft & aloft several sail in
temptur air 62° water 72° one ship in company fresh breeze ^{in sight}
double reefed topsails at 7 A.M. hauled N.W. out reef got everything
through the night blew so strong took in top galls & topsails
Eagle from Laguna for Liverpool 25 days out
heavy sea running from the East cloudy and threatening
running from the Eastward latter part leading breeze
squall - knocked down filled the waist with water had a large ice berg
single reefed topsails let out reefs out top galls & top. std. sls
down backed from the South large circle round the sun
out passed a ship steering west

Abstract of a passage from

June 1st Lat 28 Long - wind general remarks
 Sunday 46 28 34-05 S.W. S. hazy most the time fine steady breeze
 Monday 2 47-07 30 46 W to N through the night foggy everything
 Tuesday 3 47-46 27-14 N.W. pleasant weather fine steady
 Wednesday 4 48-18 24-55 N.W. to S.W. pleasant weather light breeze
 Thursday 5 48 44 21-27 South pleasant smooth sea latter -
 Friday 6 49 32 16-57 S.W. fresh breeze hazy weather
 Saturday 7 49-23 12-04 S.W. strong breeze & last part
 Sunday 8 49-18 9-11 S.W. fresh steady breeze most the
 Monday 9 W + N.W. at 12 Meridian got a Falmouth
 Tuesday 10 light breeze N.W. at 6 A.M. came to anchor in the
 Thursday 12th discharged the mate and one man -
 day - at 8 P.M. on the ebb tide triped anchor and dropped
 July 4th commenced fine weather light breeze from N.W.
 round the cape at 9 P.M. fresh breeze - beating off the longships
 the glorious 4th with us. hope our friends at home have
 longships light bon East dist about 5 miles steering

Havana towards Falmouth June 1856

started stud sails set - ship passed steering E.
 out
 breeze everything set
 everything set - file in & exchanged Long with an English Brig
 part fresh breeze everything set
 everything set passed several sail standing West
 clear
 time thick the water looks discolored several sail in sight
 Pilot - at 5 P.M. made the Lizardo
 outer harbour Falmouth - at 10 A.M. went on shore &
 July 3rd at 5 A.M. got orders for Bristol calm all
 out - throughout the night light air from the westward
 at 10 A.M. made lands end, many reefsails in company working
 up - short tacks close in to the land - at 2 so ends
 celebrated in a worthy manner - at 2 A.M. the
 N.N.E at 4 O'clock steering N.E. by N

Abstract of a passage

Date	Course	Dist	Lat	Long	Wind	Remarks
1856						
Aug. 16 th						at 6 A.M. got under way
" 17 th	N 1/2 S	168	50-32	5-52	E	at 11. abreast the holmes fine breeze - glass
Sunday						fine breeze heavy
Aug 18 th	S by W	181	48 50	9-36	E	ve sails by the wind first part
Tuesday 19 th	S by W	106	47-52	11-02	Var ^{ble}	passed the bottom of
Wednesday 20	W S W	46-09	13-45	NW		at 5 P.M. came on heavy sea running no
Thursday 21	Various	46	45-49	14-12	N by W	very bad sea running had a quarrel with the
Friday 22	W by S	44-39	15 13	V. bl		at 6 P.M. let the double sails out sail latter part
Satur ^{day} 23	N by W 1/4 W	44-39	17-57			in fresh breeze the topsails and set them
Sunday 24		44 52	17-28			all this day eastern
Monday 25	NW	92	45-26	19 38		all this day light
Tues ^{day} 26	W N W	95	46 08	21-37		all this day light the day Boatswain take

from Bristol towards New Orleans

Remarks Bark 'New Empire' R. S. Randall

from King Road light air from the East wind increasing
at 11 P.M. the pilot left at midnight Lundy Island bore North
baleing

flying clouds all sail set passed several
under close reefs Larout 29 1/10 rising there 65
straggly breeze moderate down latter part rainy
small reef sail with part of the fulllocks standing Barom 29 6/10

heavy squall two reefs topsails all this day strong breeze
ships in sight - the larboard port leaked when it had been ironed
bark rolling heavily keeping the pumps going most the time
sailors kept all hands up the afternoon

let the reefs out continue moderating let the reefs all out at 8.
light air from West tacked to N.W. - Barometer 30 2 1/2
most the time rainy and looking threatening but it again
appears to be a southerly current Barom 30 1/10
light airs and calms - cant account for making

all sail set pleasant weather. Barom 30 - 3 1/2

breezes hazy round the horizon all sail set 30 - 2 1/2
sick passed a ship standing east

Date	Course	Dist	Wind	Lat	Long	Remarks
Wed 2 nd	West	41	WSW	46-03	22-40	light breeze, part the wind holds on from the west
Thurs 28 th	N.W.	49	WSW	45-17	23-03	fine clear weather continues steady right
Frid 29 th	W by N	123	SW	45-32	25-50	first part latter part moderate
Sat 30 th	SW	117	NW	44-05	27-43	at 4 P.M. looking squally in N.W. wind hauled from that quarter first part fresh breeze fine weather all sail set
Sund 31 st	W by W	130	NE	42-49	30-10	moderate breeze latter part commenced hauling
Monday 1 st	SW	65	NW	41-58	31-10	Caught a rat for the dog down sprung up from the East commenced hauling fresh breeze from West SW at 8 P.M. single reefed at midnight double reefed combed raining furled mainsail spinnaker & jib at 8 A.M. came out from NW let out reefs made all sail - at midnight combed fresh breeze from the west going to get into the trades if possible breezes throughout the night moderate latter part strong
Tues 2 nd	W by N	126	SW	42-10	34-00	slowly heavy at 5 A.M. combed at 1 P.M. cleared up backing off latter part first part fresh whole top sail breeze - passed a whale bark carrying sail hard to get south pleasant weather all sail set the men employed at molding round the mizzen mast reading history of England &c
Wed 3 rd	SW	118	WSW	40-22	34-20	at 1 P.M. cleared up backing off latter part first part fresh whole top sail breeze - passed a whale bark carrying sail hard to get south pleasant weather all sail set the men employed at molding round the mizzen mast reading history of England &c
Thurs 4 th	SE	112	WSW	38-30	33-49	at 1 P.M. cleared up backing off latter part first part fresh whole top sail breeze - passed a whale bark carrying sail hard to get south pleasant weather all sail set the men employed at molding round the mizzen mast reading history of England &c
Frid 5 th	SW	121	WSW	36-29	34-00	at 1 P.M. cleared up backing off latter part first part fresh whole top sail breeze - passed a whale bark carrying sail hard to get south pleasant weather all sail set the men employed at molding round the mizzen mast reading history of England &c
Sat 6 th	SE	55	SW	35-35	33-30	at 1 P.M. cleared up backing off latter part first part fresh whole top sail breeze - passed a whale bark carrying sail hard to get south pleasant weather all sail set the men employed at molding round the mizzen mast reading history of England &c

the day foggy, all sail set, got quite impatient so steady

Barometer 30.2/10

moderate breeze all sail set the wind ahead

Barometer 30-2/10th

moderate breeze fine weather all sail set happy & drizzly

Barometer 30-1 1/2-10th

ally in N.W. wind hauled from that quarter first part fresh breeze fine weather all sail set

Barometer 30-4/10th

moderate breeze latter part commenced hauling

Barometer 30-4 1/2-10th

Caught a rat for the dog

down sprung up from the East commenced hauling

fresh breeze from West SW

Barometer 30-2 1/2-10th

at 8 P.M. single reefed at midnight double reefed combed

raining furled mainsail spinnaker & jib at 8 A.M. came out from NW

let out reefs made all sail - at midnight combed

Barometer 30-

fresh breeze from the west going to get into the trades if possible

breezes throughout the night moderate latter part strong

Barometer 30

whole top sail breeze - passed a whale bark carrying sail hard to get south

Barometer 30 1/10

pleasant weather all sail set the men employed at

molding round the mizzen mast reading history of England &c

Barometer 30-2/10

SW. airs stood to westward 4 hours - long heavy

passed two sail standing East

Barometer 30-2/10

Date	Course	Dist	Lat	Long	Remarks on a
Sunday 7 th	Sy W	65	34-30	33-45	first part fine - paws rainy by spells - Hope
Monday 8	Sy W	60	33-19	34-46	fine weather light breeze sail out - out top'stair
Tuesd 9	S	51	32-28	35-03	first part light have had topsails cleared
Wed 10 th	Sy W	30	31-53	35-50	light cats paws and light air all day
Thurs 11 th	South Sy S	47 24	31-06	35-48	the Royal yard aloft - light airs and cats
Frid 12			30-44	36-00	passed a ship standing N.E. light breeze sprung
Saturd 13	Sy S	86	29-30	37-00	continue freshening sail - top jall this day fine breeze
Sunday 14	Sy S	146	27-20	38-10	considerable sea coming first part fine good breeze
Mon 15	Sy W	179	25-35	40-51	top'studsail wind canting first part frequent rain
Tuesd 16	W 1/2 S	184	25-03	43-19	steady breeze from Sy W this day fresh breeze
Wed 17	W 1/2 S	148	24-56	46-02	the wind moderate and baffling winds are

passage from Bristol towards New Orleans
light breezes from west latter part calms + cats
we shall be able to get out of these doldrums soon

first came into gulf weed Ther 78° Bar 30-22"
from the N.E. heavy swell coming from the N.W. all
sail got the spare sails up to dry - dolphin round
air from East, latter part calm. a brig in sight
down most all day, varnishing the decks Ther 82°
calms - dolphin round - "the sea is calm the sky is clear"
from East, caught three dolphins two sail passed sent
latter part air from the S.W. Bar 30 3/4
paws - getting quite anxious on account of this long calm
- looking very cloudy all round the horizon employed painting boats
up from E.S.E. continued throughout the day latter part
'stud'sail - killed a pig weighed 46 lbs passed about 20 sail
from S.E. all sail out - latter part breeze freshening cloudy
from the S.E. - have made a good days work this day Bar 30 - 1/10
throughout the night fresh breeze and squally at midnight in
southerly latter part strong breeze from S squally - Bar 30 1/2 10 1/10
squalls wind frequently hauling from S.W. throughout the night
latter part fresh breeze from Sy W heavy sea running from west
from S.S.W. with occasional rain squalls during which -
heavy sea coming from N.W. - tis queer when the trade -

Date Course Dist Lat Long General remark
 Thurs 18 Wby N 48 25-14 46-55 wind from the S by W
 at 8 A.M. tacked to southward
 Frid 19 West 95 25-15 48-40 wind - - at 4 P.M. tacked north
 wind continues steadily from W by W
 Sat 20th W 1/2 S 15 25-09 48-52 wind - - all this day
 wind - - light variable breeze
 Sun 21 W by N 30 25-20 49-30 light variable breeze
 Mon 22 W by S 132 24 57 51-25 first part rainy with
 sky cloudy smooth sea at
 Tues 23 W by S 72 24-45 52-53 wind - fine weather first
 throughout the night moderate breeze set at dusk
 Wed 24 W 1/2 S 95 24 21 54-37 moderate breeze from E. &
 Dr Dr to get along very slow when
 Thurs 25 W by S 82 24 00 56-00 wind - first part fine weather
 part very squally in all spots - very rainy &
 Friday 26 W by S 23 45 57-30 all this day very squally & baff-
 would not come up to get in sail, till I went & raised them
 Sat 27 West 109 23-45 59-30 first part squally much rain
 gone, flour sweetening pork latter is all
 Sunday 28 W by N 24 08 01 06 first part squally & rainy
 part wind hauled westerly looking heavy
 Monday 29 WNW 67 24-40 62-02 - latter part light light breeze
 for a month all this day light
 of the moon fear will prevail from the westward - I fear

September 1856
 moderate whole sale breeze, with frequent rain squalls
 heading along S.E. - am afraid of getting too far north Bar 29.8^{1/2}
 moderate breeze fine weather excepting an occasional rain squall
 had along about N.W. make but very little motion on that course
 light baffly air from west with frequent rain showers
 from south & west and unusually rainy & gusty no Ob.
 frequent gusts latter part light breeze from south
 noon put top's end sail - making short for head pump
 part light air from S. moderated and strong up from E
 is on both sides aloft & aloft passed a large clipper standing N.W.
 E.S.E. fine weather set sails out aloft & aloft. she appears
 the wind is aft - employed hauling boats & a Bar 30.1/10
 throughout the night wind southerly in S by S end sail, latter
 baffly - passed a ship steering N.E. feel very anxious about
 ly from N. to S.W. at 8 A.M. had heavy squall from N. the watch
 out - they are a bad set have combined together to make trouble - expect
 fresh breeze most the time from S.E. to S.W. Bar - 30.00
 out and coffee and tea will last only a few days more
 continues good breeze from S by W looking threatening latter
 the moon changes to morrow expect some alteration Bar 30 -
 heavy clouds all round the horizon, sun set clear for the first time
 light breezes from S.W. hoped should have the trade winds this course
 shall have to put in to St. Thomas or Nassau for provisions
 the next day will show

Date Dist Lat-Long

Tues 30 37 24.53 62-39 - all this day fine weather light from
 Wednes 1 0 24.51 62-00 all this day calm fine weather at 7 P.M.
 was going to have the trades but it
 Thurs 2 84 24.55 64-00 fine weather first part light trades
 breeze - steering west - this is the first
 Frid 3 ^{Tue} 156 24.51 66-00 all this day fine moderate trade
 into Nassau, if don't get supplied
 Sat 4 ^{1/2} 93 24.58 67-50 - all this day light steady trade winds
 a pig, weighed 65 lbs - did not paint this day on -
 Sunday 5 165 24.51 70-52 - first part commenced picking up fresh
 D R obsⁿ, morning & evening, took in lower &
 Mon 6 167 25 27 73 56 - all this day strong steady trade -
 Latter part very rainy - Could not get a
 Tues 7 ^R at 8.30 A.M. got an alt. Lat by acct. 25-53 - Long
 sail in sight - at 10 A.M. made hole in the water
 hole in the wall bore NW by W 7 miles - hauled to
 Wedn 8 all this day fresh trades, just before dark made
 on all night under topsails, morning at day
 and some fruit, at 10 A.M. got under way
 Thurs 9 ^{1/2} at 1 P.M. made the berry islands
 25 28 79-25 kept studdsails on and ran all night bore
 rock to the N.E. of the Isaac. at daylight
 bore N.N.E. dist 10 miles - we have made a good run this day

Thurs 86°

the S.W. to N.W. and calm employed painting & C Box 30 -
 light air sprung up from N.E. and clouds here at thought
 soon died away - the sky is quite clear except little clouds
 sprung up kept increasing throughout the night moderate
 touch of the trades we have had - employed painting inside
 winds studdsails set aloft & aloft - have resolved to put
 by some vessel have seen no sail for more than a week
 Lamp oil all out have to use a candle in the binnacle, killed
 account of being light rain showers sky considerable cloudy
 throughout strong trades, very cloudy and threatening no -
 top gallant studdsail, passed a brig standing N.W.
 winds and very cloudy heavy rolling sea running from N.E.
 meridian obs to get the Lat which is unfortunate as we hope to make
 by Chron 76-32. pleasant weather fresh trades blowing four
 light breeze bearing W by S 20 miles dist, 25 miles at meridian
 The southward to go to Nassau for provisions
 the town of Nassau at 7 P.M. rounded too off the light - lie off &
 light got out the boat went on shore got necessary provisioning
 with a fine breeze think we are fortunate so far in getting out of
 all this day strong trades at P.M. skinned key box & dist (this)
 the main yard to get a sound occasionally sighted the
 passed round the "ten and chickens" - at 11 A.M. gun key light
 ✓

Oct 10th Lat Long

Friday 10th 24-23 80-10 - this day commenced strong breezes from east puffing carrying sail hard going 8 1/2 knots on a bline several sail in sight at 8 kept away more south lower st. d. the same fine weather employed painting &c shall not sight salt about west - at day light made the keys on Florida shore got into colored water kept along in the edge had to here should be very careful not to get too close in on I was to venture some came very taking the bottom heading along W by N at 7 P.M. made Tortugas light bearing North

Saturday 11th fine weather moderate breeze steering along did not think was so far north at 7 A.M. brace up very sharp to fetch - in coming along

Sund 12th 25-19 - 84-35 - first part this day moderate breeze first part the night moderate commenced several sail in company a large ship

Monday 13th 27-08 86-30 - first part moderate breeze all hands employed scraping masts painting

Tuesday 14th 27-29 87-20 - all this day light airs from the employed scraping cleaning up &c at 11 A.M. after lingering & painful

Wednesday 15th 28-03 87-42 - first part light breezes from the Tacked to west the sky overcast

Thurs 16th 28-36 89-04 - all this day strong and variable latter part more moderate several

Friday 17th the same as yesterday at 2 A.M. made the about 4 knots. judged ourselves 10 miles from the light bearing N.N.W. at 2 P.M. steam boat came along side and made fast at 6 got off at 9. Came to anchor

east puffing carrying sail hard going 8 1/2 knots on a bline several sail in sight at 8 kept away more south lower st. d. the same fine weather employed painting &c shall not sight salt about west - at day light made the keys on Florida shore got into colored water kept along in the edge had to here should be very careful not to get too close in on I was to venture some came very taking the bottom heading along W by N at 7 P.M. made Tortugas light bearing North breezing up heading up N.W. latter part fresh breeze close to leeward we are outsailing heading N.W. by N latter part light breeze broke off N.W. by W ing cabin floor &c varnished the entire & N.W. made several tacks to the East & west all hands got the small boat in overboard. the little dog was died convulsions. at meridian committed his body to the deep N.W. standing to North latter part strong breeze at 2 A.M. and looking threatening. B. front 30- breezes from North & gusty tacking back and forth sail in sight - out 2 months to day - long enough light on the south pass at 3. kept away W by S going at 3.45 A.M. struck on a mud bank S. pass light could not pull us off at 5 P.M. two more boats came at Balize. So ends this passage of 62 days

Abstract of a voyage from

1856

Tuesday November 11th at 2 P.M. came to anchor at slaughter house point at 3 o'clock, 175 troops came on board and 9 officers, viz Col. G. Loomis Maj. Fowler, Maj. Russell, Capt. — 1st Lieut.

St. W. W. Burns - do Archer, do Lewis

2nd Lieut. Ritter, at 9 P.M. steamer Olivia

took us in tow proceeded down river, at 11 AM Wednes passed Pilot village commenced making sail day wind N.E. weather threatening, at noon, steamer let go hauled to round the point heading up East soon as opened out the land, met a heavy sea, the bark being very crank every lurch she made would cause a scream long and loud, my boarders eat little this day

Thursday

~~Wednesday~~ 18 - all this day strong breezes from N.E. weather looking threatening. took in top gallant sails; heading along E by S making some leeway going about 7 knots, lying over very much passengers sick and spewing over everything

New Orleans to Punta. Rasa. Chartottes harbour. Florida.

Friday 14th first part fresh breezes latter part more moderate, pleasant weather set all sail. at noon Lat 25.54 heading along E by N

Saturday 15th - first part light breezes fine weather middle part light baffly breezes breeze tacked off shore 4 hours at 5 P.M. made Cape Romano bearing E by N, dist 9 miles - 8 fathoms water - calm, at 8 P.M. breeze sprung up from E.N.E. fine prospect, thought we at 10 P.M. commenced shortening sail. at midnight hove too with main top sail aback, so ends this day

Sunday 16th at daylight filled away, fine weather moderate breeze from E.N.E. find ourselves to far to leeward made the south point of Sanibel Island. saw the ship Arkwright lying at anchor in the harbour, which had brought troops from Boston, at noon, calm and baffling airs, backed and filled at 3 o'clock breeze struck from S.E. was rounding too to anchor, when she struck on the bar and grounded thumped considerable throughout the night, lost the keel - sent the boat on shore

Monday 16th November 1856

fresh breezes from N.W. perfectly smooth the water settled round the 2 feet, at 7 A.M. government schooner came alongside, took off 1 company troops and some cargo. find I come to far west ought to keep the main land well on board and avoid the east point of Sinabai which sends off a shoal for 5 miles

Tuesday 18th moderate breezes from the N.W. 1 company of troops went on shore got 2 lighters this day. come on the kidge the bark did not start

Wednesday 18th moderate breezes from N.W. loaded one lighter the other took out the anchor with 75 fathoms chain hove taut

Thursday 20th light breezes fine weather, remainder of troops and all the officers went on shore at 4 P.M. hove little on the chain, commenced going ahead at 6 she was afloat hove the anchor up made sail stood south about 2 miles let go anchor in 1 fathom

Friday 20th

moderate breezes from the SE got two lighters this day, wrote to Mr. Harder to apprise him that this was our last day

Saturday 21st moderate. got only one lighter

Sunday 23rd loaded one lighter. latter part calm

Monday 24th moderate breezes from S

Tuesday 25th at 10 A.M. finished discharging went on shore in the boat, got charter party endorsed in such a way expect cannot get any demurrage these government officials is meaner than gobs, at 5 P.M. got on board at 6.30 got under way, light breeze from SSE, kept fitting along round the point of Sinabai then fairly round steered N.W. hope to get well up in the bay before the north comes

Passage from Punta Rasa towards

Wednesday 26th fine weather light air from South
find a southerly current Lat 26-53
studsails on both sides

Thurs 27th light breeze from South pleasant weather
a kind of sked about the horizon, I think
indicating southerly wind Lat 27-58 Long
84-08 - steering N.W. think shall call
to Mobile

Friday 28th fine weather wind from South
first part light latter part
fresh stirring N.W. by W. Lat 29-25
Long 86-02 - caught a porpoise in the night
Barom^r has com^{en} falling standing at 29- $\frac{9}{10}$

Saturday 29th commenced pleasant fresh breeze from
South, wind increasing, at dark double
reefed topsails, weather looking threatening
at 2 A.M. struck by a most terrific squall from S.W.
at same time carried away wheel ropes, close reefed topsails
reefed courses, in jib & spanker at 3. got soundings -

Mobile

Bark New Empire

20 fathoms, a heavy wind and sea driving
right on shore, and we not more than 20
miles off. The Bark so crank that she is unsafe
this has been a fearful night, intense darkness,
the heavens obscured by black heavy clouds, with
sharp flashes of lightning in the north & N.W. the
waves roaring, the wind howling through the rigging
the water sparkling like a sea of fire. The sails
slatting, rigging flying, sailors gripping about
decks crouching, together with a falling barometer
has made this a night long to be remembered.
with daylight comes fair weather the wind hauls
westerly and moderates at 7 A.M. make the
land a large ship in company at 11 o'clock
well in to Pensicola tacked heading along
wy 3 at noon all sail set quite moderate.

Sunday 30th got a pilot. fine weather wind easter-
ly at midday came to anchor in the fleet at
Mobile Bay

Monday Dec 1st at 10 A.M. went to town at 4 A.M.
chartered at $\frac{3}{4}$ c - Cotton for Boston

Abstract of a passage from Mobile
Wednesday 17th December 1856

at 9 A.M. got under way fresh breeze from N.N.E. so crank could not carry sail. had to try several times before could either wear or stay. had trouble with some of the sailors put one of them in irons and lashed him up. at midday the light house bore N by E. dist 15 miles Bar 30 3/10

Thursday 18th moderate breeze heading along about S.E. carried all sail all day. sent down fore top gal' yard. find the Bark quite stiff after she gets so far over. Lat 27.42 Long - 87.25 - Barom falling 30 2/10 wind increasing

Friday 19th first part cloudy wind increasing fastened top gal' sail. flying jib. & saw several sail. find the current setting south.

Saturday 20th first part looking threatening wind freshening commenced taking in sail got down to close reefed m. topsail fore sail. staysail & m. Spencer wind E.S.E. from 6 to 8 very rainy at 8 P.M. wore ship to E.N.E. at 3 A.M. sent 3 topsail at 5 sent courses

Towards Boston Rufus S. Raudall Master 1856
Sunday 21st

Com^{est} wind S by E. heavy sea running. looking threatening in the North and west. under close reefed top sails, courses jib and sprinker. at 3 A.M. wind come out from the N.W. blew strong and rain hard. remainder of this day blowing heavy going through the water rapidly. the sky full of dark heavy clouds, no observation

Monday 22nd first part strong breezes from N.W. let the reefs out sent m. t'gal sail going rapidly. a ship in company. after dark wind commenced freshening - commenced taking in sail sounded several times this has been a night of much anxiety not knowing our exact position after ^{midnight} clear off blowing heavy from N.N.W. close reefed topsails & reefed courses sent down fore top gal' mast Lat 23.49 Long 82-10

Tuesday 23rd - all this day strong breezes from North clear weather. strong current and bad cross sea. under close reefs. Baromet 30 2/10th Ther 78° several sail in sight all under very short sail passed the Bark "Clara B. Williams" New York and Havana packet outward bound

Wednesday December 24th ——— Continuation

Comes in with strong gale from North clear and cold under snug sail numerous vessels in company, worn ship several times find have had the full benefit of the Gulf Stream, at 7 P.M. made the light on Capisford Reef, latter part moderating Bar 30ⁱⁿ falling Ther^m air 62° water 78° Lat 25° 48' - 79° 40' Long

Thursday 25th ——— Christmas day Commenced moderating at 4 P.M. had all sail set, throughout the day moderating and fine weather numerous vessels in company mostly Barks, had the watch employed killed the fattest pig, for Christmas tuckout Lat 27° 02' Long 79° 28' Bar rising 30ⁱⁿ 1/10 Ther^m 78°

Friday 26th ——— Throughout this day moderate breezes fine weather wind variable from N.E. & easterly all sail set all hands employed painting outside, a large steam ship passed, looks favorable for change of wind think will be from South easterly Lat 28° 22' Long 79° 39' Bar 30ⁱⁿ 3/10 Ther^m air 67° - water 77¹/₂

tion of abstract from Mobile to Boston
Saturday 27th

Throughout the day light baffly air from N & west fine weather - numerous sails in company - have a strong current setting North - Lat 30° 05' Long 79° 45' Ther^m 77¹/₂

Sunday 28th ——— Commenced calm - at 3 P.M. light air sprang up from S.E. throughout the night light air, at 6 P.M. hauled from N.W. fine breeze latter part the day backed from West Bar^m falling Ther^m 70° North of the Stream Lat 32° 30' Long 78° 15' - set Stud sails

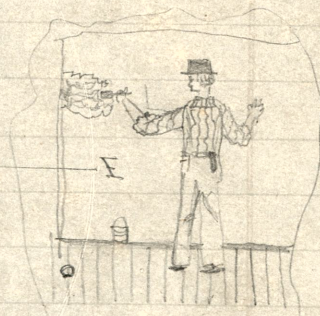
Monday 29th ——— first part strong breeze from W.S.W. fine weather, in the night wind hauled northerly in stud sails braced up latter part wind N.E. moderate Lat 34° 36' Long 74° 20'

Tuesday 30th all this day light baffling airs and calm - the sky looking as though a storm is brewing. several sail in sight - have had 1 1/2 Knot current setting N.E. water 72° Baromet^r 30 - Lat 35° 37' Long 73° 00'

W.R.

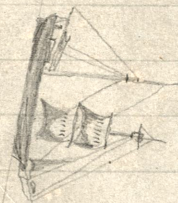
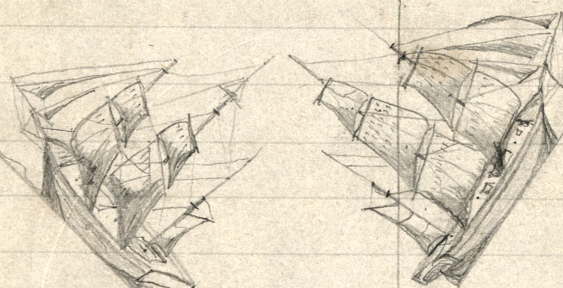
Wednesday December 31st

first part fresh breeze from NW, after 4 P.M. moderated throughout the night moderate and baffly, but looking heavy and threatening at midnight put 2 Ribs in topsails - at day light set all sail - The Bark "Express" has been in company for several days still in sight, wish we were out of the Gulf Stream fear that get drifted to far to eastward, Have had a strong current this day Therm^t 70¹/₂ - Air 29 ¹/₁₀ths Barom^t Lat 36° 26' Long^t 71° 42' water



Thursday January 1st 1857 New Year's day

first part fresh breeze from NW with heavy flying clouds, wind commenced strengthening furled m. top gal'sail & double reefed topsails At 6 P.M. wore ship to west. At daylight Bark "Express" still in sight - all the forenoon drizzly, and thick flying clouds from the north, with an occasional opening in the clouds. got two imperfect observations worked Sumner's method Lat 36° 55' Long 71° 15' Barom^t 29 ⁹/₁₀ Therm^t 68° air 68° water



Friday January 2nd.

Commenced with fresh breeze from N.W. sky full of thick heavy clouds at 1 P.M. wind hauled suddenly from N.E. and strengthening at 1 P.M. in hauling up the main sail it split into ribbons close reefed top sails, furled jib and shankie - got the main sail on deck to repair it. Remainder of the day blowing very heavy - bad sea running - at 5 P.M. a little brig passed close to running before the wind under double reefed topsail, and fore sail -

Lat $36^{\circ} = 53$ N
Long $71^{\circ} - 20$ W
Baromet. $30 \frac{2}{10}$

Ther. air 51°
water 58°

Saturday 3rd

Bark New Empire

Came in with a strong gale from N.N.E. sky obscured with thick heavy clouds - towards morning commenced moderating at 10 A.M. had all the reefs out and light sails set wind coming a little easterly. All hands employed repairing the main sail. ~~Latter part fine with hazy horizon~~ wind from N.N.E. at 5 P.M. bent main sail. Throught the night overcast wind East. Southerly at 7 A.M. wind hauled from N.W. blowing heavy at 11 A.M. in light sails - double reefed topsails and m' sail. Latter part blowing heavy. Barometer falling. think we shall have a strong norther - got an imperfect

do Lat $38 = 53$

Long $72 - 01$

Barom $29 \frac{2}{10} \frac{1}{2}$

Temp air 53
water 58

Sunday January 4th

commenced strong breezes from west heavy flying clouds with an occasional rain squall, going through the water at the rate of 8 knots - hope to be about up to the South Shoals in the morning - Barometer falling -

At 5 P.M. split the Topmast staysail hauling it down wind increasing at 6 - hauled the main sail up and close reefing the main topsail when the wind came out from N.W. in the most terrific squall I ever experienced, kept before the wind in a few minutes the sea was running fearfully - had hard work to keep before it - furling up and furling everything except the main topsail and fore sail these we could not furl, it blowing so hard at 9.

Came too, through the night the wind blew fearfully a tremendous sea running - the sky filled with black clouds makes it pitchy dark. Latter part the



same, no Obser.

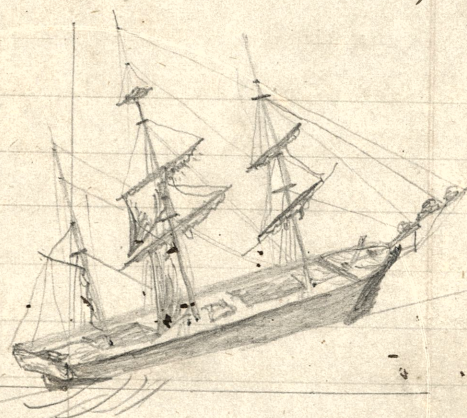
Barom 29 1/2

Temp^r air 48
water 36

Monday 5th

Comes in with a strong gale from N.W. the sky filled with black clouds, As the day advances it moderates, at 5 P.M. cut close reefed main topsail, At day-light, cut fore topmast stay sail, close reefed fore topsail and spanker at 8, cut fore sail and main topmast stay sail - a heavy sea running - heading along N.E. making but little progress - Barometer rising 29 8/10

Tempratur^e air 42
water 37



Tuesday 6th January from Mobile to Boston

Comes in with heavy breezes and bad sea, the sky filled with black heavy clouds at 2 P.M., wind commenced increasing furled main topmast staysail and fore topsail, at 4 reefed fore sail - took in spanker - At 5 wind still increasing furled fore sail, and hauled up weather clew of main topsail making a "goose wing" of it - through the night blowing fearfully - Latter part still blowing a strong gale a very high sea running and the vapour flying from the water so that we cannot see at times twice the ships length - a brig in sight, apparently with top gallant sails but partly spilled - I think this is the most severe gale I ever experienced - The Bark rides it manfully - Got an imperfect obs. the horizon being obscured by vapour Lat 38.40 Long 69.40

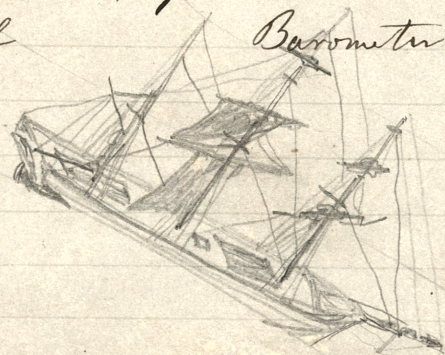
Barom 29 1/2
Temp: air 35
water 65

Wednesday 7th

Bark New Empire

Continues about the same as yesterday wind still blowing with increasing fury, waves running fearfully high, but regular, together with occasional squalls of snow and sleet, and vapour flying from the water, makes it very disagreeable, At 4 P.M., hauled down fore topmast staysail, it shook the head stays so much we feared it would shake the jibs from their gaskets and carry away the jib boom - The barometer falling hope to have an easterly wind after this, if this ever moderates, I never experienced a gale to blow so long and so severe. This has lengthened out our passage which before looked favourable to be short - Thank God we are in a good vessel with plenty of provisions and water, killed a pig on the 3rd have some left yet, it eats well

Barometer falling slow 29 1/2 1/10
Temp: air 36
water 58



Thursday January 8th

all this day continues a strong gale heavy sea running At 11 P.M., blowing stronger than ever Clewed up and furled lee clew of main topsail.

At 6 A.M. sea very high and irregular - a sea struck the boat and took it from the davits At 8 A.M. hoisted fore topmast staysail and wore ship to the westward - after which made better weather all latter part severe squalls of snow and sleet everything covered with snow and ice - vapour flying from the water so dense could not see at times, 20 feet - Sun obscured

Barom 29 5/10^{ths}
Temp^r air 34°
water 68°

Friday 9th

first part, gale continues to rage with unabated fury, at mid night moderating set main topsail, at 4 A.M. set fore topmast staysail. At 8 set fore sail. Latter part detached clouds through which got an occasional glimpse of the sun Lat by Obs 38-39 Long 68-30

Barom 29 8/10
Temp^r air 40°
water 66

Saturday 10th Comes in with strong puffy breezes from N.W. and heavy sea. Moderating at 2 P.M. set fore topsail. At 4, wind came a little westerly wore ship to North, set main topmast staysail and spanker, commenced freshening, at 5 furled jib spanker and main topmast staysail at 7, passed a Bark standing as we are furled fore sail. Through the night strong breezes from W.N.W. at daylight moderated, set fore sail jib & spanker, moderating with heavy swell from N.W. Latter part calm looks fair for a change. Sun obscured - soon after midday got an observation from which I deduce Lat 39.40 } Long 68-28 Bar 29 7/10 }
air 48°
water 63

Sunday 11th

Commenced calm. At 1 P.M. air sprung up from SE. let all the reefs out and set every sail. At 2 - fine breeze - all hands employed repairing a fore sail, to bend for a main sail - at 4 beat the main sail, wind hauled suddenly from WNW, furl'd light sails - At 5 - double reefed topsails - At 6 moderate and variable. Midnight Barom. falling thick and rainy close reefed topsails & courses furled jib & sparker, continued moderate thick and rainy till 11 A.M. the wind came from WNW furl'd courses the Bark we saw yesterday still in sight Sun obscured Lat by acct 40° 2' Long 68° 46'

Barom^t Continuing 29 4/10
Temp^r air 40
water 40

Monday 12th - first part thick weather strong breezes from the NW. very cold with occasional snow squalls - the prospect of getting to our port looks dull indeed - got an imperfect observation

Lat 30° 38' Long 67° 10' Bar 29 8/10
Temp air 26°
water 39°

Tuesday January 13th 1857 - Nautical time

Commences with strong breezes from NW. thick weather, occasional snow squalls, at 2 P.M. saw a large ship standing E.S.E. at 8, tacked to S.W. in the night cleared off fine, at 3 A.M. tacked to North at 5 moderating and coming westerly, set single reef topsails. Hope to weather Georges Banks, a large Bark in company Lat 41° 05' Long 67° 07' - Barom: 30 1/2 Temp^r 40 air water 38

Wednesday - 14th Commences with moderate breezes pleasant weather, at 6 P.M. tacked to southward at 8 wind died away, in 20 fathoms water at 7 A.M. breeze sprung up from NW, snowing thick. Latter part fine weather Lat 41° 17' Long 68° 00' Barom^t 29 1/2 10th Temp^r air 34° 38°

Thursday 15th first part pleasant, moderate breeze from NW. at 6 P.M. double reefed topsails and tacked to North at 6 A.M. set single reefed topsails, at 8 A.M. wind hauled North tacked to the west set 1/2 gal sails. Latter part thick and snowy Sun obscured Bar 29 8/10 Temp^r air 32°

Friday 16th

Came in with fresh breezes and thick weather, at 4 P.M. cleared up wind commenced freshening furled light sails, at 5 double reefed topsails At 6 close reefed topsails reefed main sail.

At 8, made Sankaty head light bearing W by N 20 miles, as did not get an observation yesterday, judged myself farther north, think have had southerly current through the night and intensely cold. Latter part moderating set single reef topsails Lat 41=37 } Long 68=40
Barometer 30 4/10

Saturday 17th

Commenced pleasant and moderate weather. At 3 P.M. wind hauled west at 5 wind freshening furled light sails. At 6 double reefed topsails. At 8 close reefed at 10 furled everything but close reef main topsail and fore topsail staysail. Blowing heavy from West at 8 A.M. set reefed foresail at 10 set fore topsail & reefed main sail. Latter part fine with heavy detached clouds Lat 42=30 Long 68=58
Barometer 29 8/10 fluctuating

Sunday 18th

first part fresh breezes pleasant weather. At 5 P.M. wind commenced freshening furled everything but main topsail & fore topsail staysail. At 8, thickened up, wind hauled north, wore ship to west. at 10 set reefed fore sail, at 3 P.M. set reefed main sail, wind hauled N.E. at Meridian bore too under close reefed main topsail. Latter part blowing heavy from N.E. thick weather, vapour flying from the water, the decks covered covered with ice and the rigging mostly unmanageable, a Bark in company close to, to windward Sun obscured Lat by D.R. 42.40 - Long D.R. 69.50 Temp 9°
Barometer fluctuating 30 3/10th

Monday 19th

This day commenced with ~~fine~~
a strong breeze from N.E. thick weather
at 4 P.M. hauled up weather clew of main topsail
at 5 commenced snowing and barometer falling
at 10 wore ship to S.E. hauled home the clew of
main topsail and hauled up the weather one and
set main spencer. Midnight blowing very
heavy and snowing. At 2 A.M. sounded and
got bottom at 30 fathoms, called all hands
undertook to get the chain up. could not do much
at it, at 3 o'clock cut away the main mast -
a few minutes after she struck two or
three times very heavily, the sea making a
clean break over her, taking away the forward
house, boats, water casks, hatch house, and
filling the cabin with water, about 4 o'clock
she had thumped up on the back and stopped
one man was washed overboard and lost,
got in the cabin and tried to make ourselves
comfortable, about 11 o'clock saw some men on
shore, which gave us great joy. at 4 P.M. the people
from shore got us all landed, and kindly cared for all
our present wants

Cohasset Tuesday January 20th

1857

I went from the wreck with Capt J. H. Smith
to his house where where I stopped with much
satisfaction to myself - all the time I was
at Cohasset. being forty four days, I stopped
to take account of the cotton at it was
sent to Boston, and to see that nothing was
stolen from the wreck

While at Cohasset I
went to Mansfield and visited my sister Caroline
Solman

February 25th

Started for home after
being absent two years stopped at Boston

26th arrived at Portland

27th arrived at Freeport where I had a
good visit among all my relatives. went to Durham
& New Gloucester

March 2th started for Bryants Pond, going up in the cars met my brother John who had been from home over four years and we had almost despaired of ever seeing again. The meeting was a happy one especially to mother, those that have not experienced it cannot tell the pleasure to visit home after a long absence, especially for one like me that has had so narrow escape from the fury of the waves

N. B. Reference in partial loss case
The Bark was insured for \$25,000, the freight was not insured, we contracted to have the cargo all got out and carried to Boston for \$2.33 a bale. Therefore we made all that the freight amounted to over that sum, collecting freight on landing at Boston, after getting an average bond signed. The main mast was cut away before striking. Therefore the underwriters on ship made it appear that that saved the ship & cargo & the underwriters on cargo paid average on main mast and all attached which amounted to \$2500. It was estimated \$15,000 to repair ship. The underwriters would not accept of an abandonment. They gave the owners \$10,000 and the average that cargo contributed \$2,500 and they repaired her themselves

March 24th

thick and stormy went to Enock Estes to a dance it being so stormy that there was but four couple come home just before daylight come near getting upset it was so intensely dark

March 26th rather stormy went to Estes to a dance to make up for the failure night before last

27th pleasant Julia Berry come to our house. evening went on a ride little beyond fair look

30th Went to Portland

31st To Boston and Cohasset where had a good visit

April 1st went to Boston, finished business there started for Boston in the steam boat

3rd went to Freeport

July 30th 1858 in Bark New Empire on Newfoundland
banks Lat 46-00 Long 52° James Dale seaman
while employed shackling the cable to the anchor
fell over board and was drowned.
The wind was light and the water smooth.
The Bark was rounded to immediately and a
boat got out but he went down before they could
get - when he was, so we filled away
and proceeded on our voyage, but a sad
gloom was cast over all of us, to think that but
a few moments ago, one of our number - young and
sprightly - to whom life was dear as it is to any
of us - should be gone from life into death, "to that
undiscovered country from whose bosom no traveller
returns". to look around upon the water so beautifully
blue so placid with scarcely a ripple upon its
surface, it looks the embodiment of security and
 repose. O! treacherous wave, hast thou done right
to cause by this act, bitter anguish of parents and friends,
to sever in a moment all earthly ties?

Bark New Empire,

(Stroudwater) The New Empire was built at Westbrook Maine in 1854. Tons American measurement 475-83 ^{1/2} ~~1/2~~ ^{the} English do 510, 129 feet long, 28 ^{1/2} feet ^{wide} & 21 feet deep - Lower hold 14 feet deep, Between decks 7 feet deep,

She is very crank with any cargo that fills her full. To go to sea in ballast she wants to draw 11 ^{1/2} feet from & aft to load with cotton she wants to be trimmed just the same as to go in ballast.

She will carry 215 standard deals, this includes small deck load.

She will carry 3330 tons sugar, or 650 payable tons she needs to load with box sugar 40 or 60 tons ballast still she is very crank. She will carry 800 tons dead weight. Added 1862. 130 Tons Coals loads her to 18 feet.

She has had in 830 Hhds sugar, with about 75 tons ballast & - and still crank if stowed properly can carry 850 or 60, Lower hold 485 - Between decks 345 Hhds.

February 1st 1859 Arrived at Matanzas from Charleston in ballast - freights were never known so dull - after waiting 70 days I chartered to go to Sagua la Grande for 76 Hhds Sugar for New York at \$5 ^{1/2} a - by entering here in ballast we incur no expenses only visits &c our government charges were only \$5.37 By entering and clearing in ballast I get clear of the mud machine dues which are not charged at Sagua.

Dimension of Sugar Hhds at Sagua la Grande
40 to 44 in. long 36 - to 38 in heads

Dimensions of Wood Bales at Buenos Ayres 33 cubic feet
Cuba Tobacco Bales 1 ^{1/2} equal to 1 ton of sugar

She shows in Lower hold 485 Hhds sugar, I think will be considerable advantage to stow from the main mast forward. Thantships. Draft of water with 830 Hhds & 75 tons ballast 17 fman & 17 ^{1/2} ft.

The Bark "Phoebe Bucknam", Capt Charles, chartered to go to an out-port from Havana {Chandler to take bale tobacco at 27, a ton The Capt. informed me that it was as good as £2/15 for sugar.

Sagua la Grande, Cuba

is rather difficult to find, there being several low Keys in that vicinity. on the NW. point of the entrance there are some low huts and a flagstaff which is the pilot's station. from aloft the masts of the flat that are lying in the harbors can always be seen. The Channel is pointed out by two large buoys which are well to windward of the Pilot's station. It is not prudent for a stranger that is on a deep draft of water to stand in farther than the edge of soundings as tis broken. The most water that can be taken over the bar is 16 and 16 1/2 feet 17 feet has been taken over but tis more than the pilots are allowed - vessels that draw more than that draft are obliged to go out to Key Christo to finish loading. When chartering for this place be careful and have it specified in the charterparty, "Sagua la Grande or as near thereto as you can safely get" otherwise they will make you pay extra lightering if you have to go to Key Christo. Sometimes tis very expensive getting clear of ballast and at others they will ~~take~~ send lighters for it gratis.

Bark *Vasis* Launched at Freeport October 16th 1871 and *Cassid* 3-3 a 11, in French Lloyd's from Nov. 20th - 71 for 8 years. Draft of water just as she come from the stocks and unrigged 8 feet 6 in aft & 7 feet 10 in forward - weight of Anchors wood sheik 3490 lbs. Porter anchor 3550 lbs. Retailed at New York Decr. 1871 - 18 1/2 aft & 18 forward taking 2207 Sheels and 1400 lb. nails.

Delivered at Antwerp 1655 tons Guano on draft of 22^{ft} 4ⁱⁿ aft 21 forward (Fresh water) Sailed from Antwerp for Cardiff in ballast drawing 12^{ft} 9ⁱⁿ and 12^{ft} 6ⁱⁿ - stiff as a church.

Take from Cardiff 1430 tons patent fuel and 185 measurement tons railway wagons

Go from Calcas to Grande Islands with 195 tons Ballast

Deliver at Canary Islands 1570 tons Guano ✓

Go from Canary Isles to Savannah thence to St John in ballast drawing 12 feet aft & 11.9 forward not sufficient ballast for heavy weather

138 tons sinks her 1 ^{foot} ~~2 inches~~
 100 " " 9 inches
 11 1/2 " " 1 inch

Buenayre

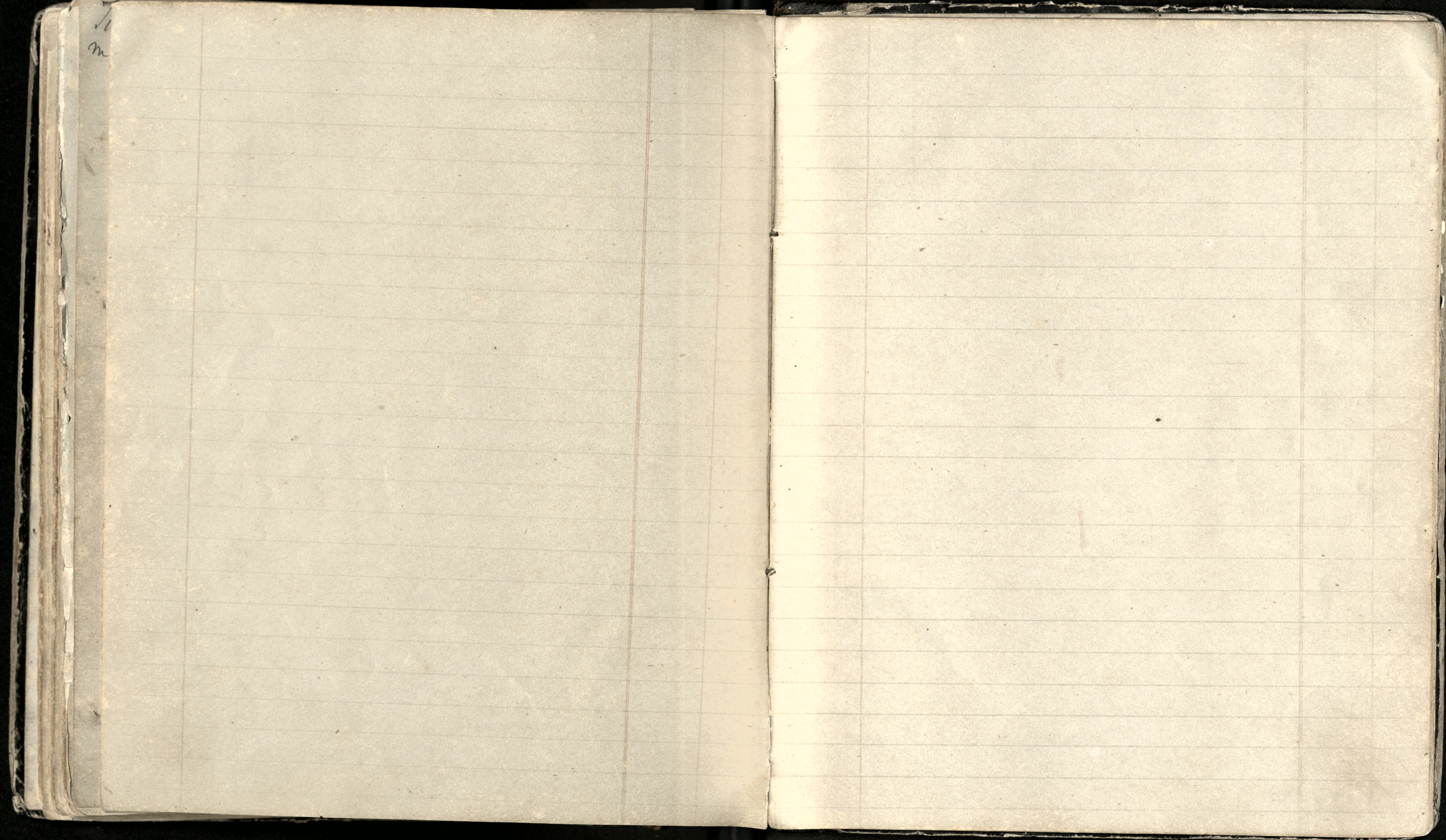
November 28th 1867 arrived here
 from Montevideo, on first entering the
 Caribbean sea had a current setting west,
 gradually diminishing until at the Brothers
 lost it altogether. The rest of the distance
 strong current setting to windward ^{Sept.} October
 November & December are the rainy seasons
 here when they make no salt and is
 hardly prudent for vessels to come here
 in those months for they have S.W.
 winds and if it blows fresh your vessel
 will be lost surely if you anchor at
 the Souther or Red Pan as the bottom goes
 off so steep there is not space to swing in shore

Time m	8	Knots	Time m	8	Knots	Time m	8	Knots
14	4	74	36	1	86	58	1	131
15	4	42	37	1	79	59	1	12
16	4	20	38	1	75	1-00	1	11
17	3	98	39	1	70	1	1	10
18	3	76	40	1	66	2	1	05
19	3	54	41	1	62	3	1	04
20	3	32	42	1	58	4	1	03
21	3	18	43	1	52	5	1	02
22	3	05	44	1	50	6	1	01
23	2	91	45	1	46	7	0	99
24	2	77	46	1	43	8	0	98
25	2	63	47	1	41	9	0	96
26	2	52	48	1	39	10		95
27	2	46	49	1	35	11		93
28	2	38	50	1	33	12		92
29	2	30	51	1	30	13		91
30	2	21	52	1	28	14		90
31	2	14	53	1	25	15		88
32	2	08	54	1	23	16		87
33	2	01	55	1	21	17		86
34	1	94	56	1	19	18		85
35	1	88	57	1	17	19		84

A good method of ascertaining the hourly speed
 Measure off 112 feet on the rail and with a time glass
 note the time a ship is going from forward to the after mark.

Shipping Act,
 of June 7th 1872

Be it enacted by the Senate and House of Representatives
 of the United States of America in Congress assembled, that
 the several circuit courts of the U. S. in which circuits
 there is a seaport or seaports for which there is a collector
 of customs or in which there is a port of entry shall appoint
 a commissioner for such seaport within their respective
 circuits as in their judgment may require the same





• Cape Bon bearing S. S. W.

those white streaks are layers of white stone

July 3rd Friday (1857)

fine day not excessively hot
at 1 P.M. six couple of us in wagons started
for Dixfield to attend the independence
ball - at 5 P.M. put up at the Hotel. at 7
commenced dancing

July 4th Independence day

fine weather, favour-
- able for the celebration of this glorious day
a great day for Dixfield! Opposition
between the two hotels - Oration and
music by the band, constitute the pro-
- game, which together with the drunkenness
and side shows, made a time long
to be remembered by the people in and
about Dixfield, as Brigants Pond party
confess to having a most excellent excursion
danced till five o'clock A.M. then passed
the time to the best possible advantage
till 3 o'clock P.M. when we commenced
dancing continued till 5 at 5-30 started
for home by the way stopped at -

Rumford falls and got a fine view of them
found ourselves getting hungry concluded to
go to Rumford corner for tea, where we
found every thing in shape and star-
- ted for home at 10-30 P.M. where we
arrived at midnight not having had
an accident during the voyage - all
exceeding well satisfied with the excursion

===

Sunday July 5th

pleasant weather
P.M. went to the Methodist meeting
they say the 4th passed off rather dull only
some of them got tight consequently was happy

=====

Monday July 6th

fine weather all the fore
noon was down in the meadow clearing up

=====

Tuesday July 7th fine weather
all fore noon down in the meadow
Mary went to Bethel

Wednesday 8th July
first part fine weather
fore noon myself and John down
in the meadow at 5 P.M. had a
rain squall continued rainy throughout
the night

Thursday 9th
fine weather fore noon
myself & John to work on the meadow
afternoon took a ride to Locks Mills

Friday 10th fine weather. Am at
work on meadow P.M. had a general
gathering and raised the school house

Saturday 11th ^{took Maria Farnum out on a ride to France}
fine weather very warm

And Jewell & myself went to Bethel stopped all
night. The men at the Pond young and old, seen-
-aded a new married couple had a
grand time wish I had been there

Sunday 12th July 1857
fine warm weather
vegetation is very backward thus far, tis
predicted that this will bring it forward
heard two good sermons and had a large
congregation at the universalist meeting house
Mr Thompson is a good speaker

Monday 13th
fine weather in the
lower most all day reading Pope wrote
to Sam Johnson. evening went in swimming
my paper did not come

Tuesday 14th pleasant weather about
home. Shooting at a mark mark a good shot

Wednesday 15th went to Portland with
E. R. Knights. The Bark is chartered to go to
Matanzas get away in about four weeks
got \$180. of Reager

Thursday 16th Come back to Bryant Pond
very warm day, had a good visit

Friday 17th

thick and rainy at home all day

